## Section 2 1999 Crash Participants, Injured Persons and Fatalities

U	red Persons and Fatalities 1969-1999	
	n Injury Severity	
1999 Char	acteristics of Crash Participants	2.7
<b>TABLES</b>		
Table 2.01	Crash Injured Persons and Fatalities, Utah 1969-1999	
Table 2.02	Crash Participants, Injured Persons and Crash Fatalities by County, Utah 199	99
Table 2.03	Injured Severity by Participants' Placement in the Crash, Utah 1999	
Table 2.04	Gender of Crash Participants, Injured Persons and Crash Fatalities, Utah 199	9
Table 2.05	Age of Crash Participants, Injured Persons and Crash Fatalities, Utah 1999	
FIGURE	${f S}$	
Figure 2.01	Crash Injured Person Rates per Miles Traveled, Utah 1969-1999	
Figure 2.02	Crash Fatality Rates per Miles Traveled, Utah 1969-1999	
Figure 2.03	Severity of Injuries as Reported by Police, Utah 1999	
Figure 2.04	Injured Persons and Crash Fatalities by County, Utah 1999	

Figure 2.05 Age of Crash Participants, Injured Persons and Crash Fatalities, Utah 1999

Figure 2.06 Age and Gender of Crash Fatalities, Utah 1999

### Injured Persons and Fatalities 1969 - 1999

The trends in injuries and fatalities for the past thirty years are shown in Table 2.01. During this time period over 600,000 people have been injured and almost 10,000 people have been killed in a

crash.

In 1999, the injured person rate per 100 million vehicle miles traveled (MVMT) was 137.0. This was a 4% decrease from the 1998 rate of 142.4. The lowest fatality rate occurred in 1998 and 1999 at 1.6, which was a slight decrease from 1.8 in 1997.

Table 2.01 Injured Persons and Fatalities, Utah 1969-1999

Vehicle Miles Traveled (MVMT)     Injuries     Fatalities     Injury Rate per 100 MVMT     Fatality Rate per 100 MVMT       1969     5,802     15,977     308     275.4     5.3       1970     6,108     17,076     335     279.6     5.5       1971     6,544     18,073     337     276.2     5.1       1972     6,969     18,261     382     262.0     5.5       1973     7,274     18,415     361     253.2     5.0       1974     7,457     16,268     228     218.2     3.1       1975     7,942     17,762     274     223.6     3.5       1976     8,420     18,315     254     217.5     3.0       1977     9,054     19,728     360     217.9     4.0       1978     9,826     21,029     376     214.0     3.8       1979     9,811     20,798     328     212.0     3.3       1980     10,645     17,828     335     167.5     3.1		Million				
Wiles Traveled Year     Miles (MVMT)     Injuries     Fatalities     Rate per 100     Rate per 100       1969     5,802     15,977     308     275.4     5.3       1970     6,108     17,076     335     279.6     5.5       1971     6,544     18,073     337     276.2     5.1       1972     6,969     18,261     382     262.0     5.5       1973     7,274     18,415     361     253.2     5.0       1974     7,457     16,268     228     218.2     3.1       1975     7,942     17,762     274     223.6     3.5       1976     8,420     18,315     254     217.5     3.0       1977     9,054     19,728     360     217.9     4.0       1978     9,826     21,029     376     214.0     3.8       1979     9,811     20,798     328     212.0     3.3       1980     10,645     17,828     335     167.5     3.1 <tr< th=""><th></th><th></th><th></th><th></th><th>Inium</th><th>Fotolity</th></tr<>					Inium	Fotolity
Year     Traveled (MVMT)     Injuries     Fatalities     MVMT     MVMT       1969     5,802     15,977     308     275.4     5.3       1970     6,108     17,076     335     279.6     5.5       1971     6,544     18,073     337     276.2     5.1       1972     6,969     18,261     382     262.0     5.5       1973     7,274     18,415     361     253.2     5.0       1974     7,457     16,268     228     218.2     3.1       1975     7,942     17,762     274     223.6     3.5       1976     8,420     18,315     254     217.5     3.0       1977     9,054     19,728     360     217.9     4.0       1978     9,826     21,029     376     214.0     3.8       1979     9,811     20,798     328     212.0     3.3       1980     10,645     17,828     335     167.5     3.1       1981					•	
Year     (MVMT)     Injuries     Fatalities     MVMT     MVMT       1969     5,802     15,977     308     275.4     5.3       1970     6,108     17,076     335     279.6     5.5       1971     6,544     18,073     337     276.2     5.1       1972     6,969     18,261     382     262.0     5.5       1973     7,274     18,415     361     253.2     5.0       1974     7,457     16,268     228     218.2     3.1       1975     7,942     17,762     274     223.6     3.5       1976     8,420     18,315     254     217.5     3.0       1977     9,054     19,728     360     217.9     4.0       1978     9,826     21,029     376     214.0     3.8       1979     9,811     20,798     328     212.0     3.3       1980     10,645     17,828     335     167.5     3.1       1981     1					_	_
1969     5,802     15,977     308     275.4     5.3       1970     6,108     17,076     335     279.6     5.5       1971     6,544     18,073     337     276.2     5.1       1972     6,969     18,261     382     262.0     5.5       1973     7,274     18,415     361     253.2     5.0       1974     7,457     16,268     228     218.2     3.1       1975     7,942     17,762     274     223.6     3.5       1976     8,420     18,315     254     217.5     3.0       1977     9,054     19,728     360     217.9     4.0       1978     9,826     21,029     376     214.0     3.8       1979     9,811     20,798     328     212.0     3.3       1980     10,645     17,828     335     167.5     3.1       1981     10,733     18,090     364     168.5     3.4       1982     10,947 <th>Year</th> <th></th> <th>Injuries</th> <th>Fatalities</th> <th></th> <th></th>	Year		Injuries	Fatalities		
1970     6,108     17,076     335     279.6     5.5       1971     6,544     18,073     337     276.2     5.1       1972     6,969     18,261     382     262.0     5.5       1973     7,274     18,415     361     253.2     5.0       1974     7,457     16,268     228     218.2     3.1       1975     7,942     17,762     274     223.6     3.5       1976     8,420     18,315     254     217.5     3.0       1977     9,054     19,728     360     217.9     4.0       1978     9,826     21,029     376     214.0     3.8       1979     9,811     20,798     328     212.0     3.3       1980     10,645     17,828     335     167.5     3.1       1981     10,733     18,090     364     168.5     3.4       1982     10,947     17,538     296     160.2     2.7       1983     11,228 <th></th> <th></th> <th></th> <th></th> <th></th> <th></th>						
1972     6,969     18,261     382     262.0     5.5       1973     7,274     18,415     361     253.2     5.0       1974     7,457     16,268     228     218.2     3.1       1975     7,942     17,762     274     223.6     3.5       1976     8,420     18,315     254     217.5     3.0       1977     9,054     19,728     360     217.9     4.0       1978     9,826     21,029     376     214.0     3.8       1979     9,811     20,798     328     212.0     3.3       1980     10,645     17,828     335     167.5     3.1       1981     10,733     18,090     364     168.5     3.4       1982     10,947     17,538     296     160.2     2.7       1983     11,228     18,910     283     168.4     2.5       1984     11,642     20,487     315     176.0     2.7       1985     12,035<	1970			335	279.6	5.5
1973     7,274     18,415     361     253.2     5.0       1974     7,457     16,268     228     218.2     3.1       1975     7,942     17,762     274     223.6     3.5       1976     8,420     18,315     254     217.5     3.0       1977     9,054     19,728     360     217.9     4.0       1978     9,826     21,029     376     214.0     3.8       1979     9,811     20,798     328     212.0     3.3       1980     10,645     17,828     335     167.5     3.1       1981     10,733     18,090     364     168.5     3.4       1982     10,947     17,538     296     160.2     2.7       1983     11,228     18,910     283     168.4     2.5       1984     11,642     20,487     315     176.0     2.7       1985     12,035     21,346     303     177.4     2.5       1987     12,679	1971	6,544	18,073	337	276.2	5.1
1974     7,457     16,268     228     218.2     3.1       1975     7,942     17,762     274     223.6     3.5       1976     8,420     18,315     254     217.5     3.0       1977     9,054     19,728     360     217.9     4.0       1978     9,826     21,029     376     214.0     3.8       1979     9,811     20,798     328     212.0     3.3       1980     10,645     17,828     335     167.5     3.1       1981     10,733     18,090     364     168.5     3.4       1982     10,947     17,538     296     160.2     2.7       1983     11,228     18,910     283     168.4     2.5       1984     11,642     20,487     315     176.0     2.7       1985     12,035     21,346     303     177.4     2.5       1987     12,679     19,237     297     151.7     2.3       1988     13,26	1972	6,969	18,261	382	262.0	5.5
1975     7,942     17,762     274     223.6     3.5       1976     8,420     18,315     254     217.5     3.0       1977     9,054     19,728     360     217.9     4.0       1978     9,826     21,029     376     214.0     3.8       1979     9,811     20,798     328     212.0     3.3       1980     10,645     17,828     335     167.5     3.1       1981     10,733     18,090     364     168.5     3.4       1982     10,947     17,538     296     160.2     2.7       1983     11,228     18,910     283     168.4     2.5       1984     11,642     20,487     315     176.0     2.7       1985     12,035     21,346     303     177.4     2.5       1986     12,253     21,350     312     174.2     2.5       1987     12,679     19,237     297     151.7     2.3       1988     13,2	1973	7,274	18,415	361	253.2	5.0
1976     8,420     18,315     254     217.5     3.0       1977     9,054     19,728     360     217.9     4.0       1978     9,826     21,029     376     214.0     3.8       1979     9,811     20,798     328     212.0     3.3       1980     10,645     17,828     335     167.5     3.1       1981     10,733     18,090     364     168.5     3.4       1982     10,947     17,538     296     160.2     2.7       1983     11,228     18,910     283     168.4     2.5       1984     11,642     20,487     315     176.0     2.7       1985     12,035     21,346     303     177.4     2.5       1986     12,253     21,350     312     174.2     2.5       1987     12,679     19,237     297     151.7     2.3       1988     13,263     19,066     297     143.8     2.2       1990     14,	1974	7,457	16,268	228	218.2	3.1
1977     9,054     19,728     360     217.9     4.0       1978     9,826     21,029     376     214.0     3.8       1979     9,811     20,798     328     212.0     3.3       1980     10,645     17,828     335     167.5     3.1       1981     10,733     18,090     364     168.5     3.4       1982     10,947     17,538     296     160.2     2.7       1983     11,228     18,910     283     168.4     2.5       1984     11,642     20,487     315     176.0     2.7       1985     12,035     21,346     303     177.4     2.5       1986     12,253     21,350     312     174.2     2.5       1987     12,679     19,237     297     151.7     2.3       1988     13,263     19,066     297     143.8     2.2       1990     14,646     20,608     272     140.7     1.9       1991     15	1975	7,942	17,762	274	223.6	3.5
1978     9,826     21,029     376     214.0     3.8       1979     9,811     20,798     328     212.0     3.3       1980     10,645     17,828     335     167.5     3.1       1981     10,733     18,090     364     168.5     3.4       1982     10,947     17,538     296     160.2     2.7       1983     11,228     18,910     283     168.4     2.5       1984     11,642     20,487     315     176.0     2.7       1985     12,035     21,346     303     177.4     2.5       1986     12,253     21,350     312     174.2     2.5       1987     12,679     19,237     297     151.7     2.3       1988     13,263     19,066     297     143.8     2.2       1990     14,646     20,608     272     140.7     1.9       1991     15,390     19,540     271     127.0     1.8       1992     1	1976	8,420	18,315	254	217.5	3.0
1979     9,811     20,798     328     212.0     3.3       1980     10,645     17,828     335     167.5     3.1       1981     10,733     18,090     364     168.5     3.4       1982     10,947     17,538     296     160.2     2.7       1983     11,228     18,910     283     168.4     2.5       1984     11,642     20,487     315     176.0     2.7       1985     12,035     21,346     303     177.4     2.5       1986     12,253     21,350     312     174.2     2.5       1987     12,679     19,237     297     151.7     2.3       1988     13,263     19,066     297     143.8     2.2       1989     13,915     19,843     303     142.6     2.2       1990     14,646     20,608     272     140.7     1.9       1991     15,390     19,540     271     127.0     1.8       1992	1977	9,054	19,728	360	217.9	4.0
1980     10,645     17,828     335     167.5     3.1       1981     10,733     18,090     364     168.5     3.4       1982     10,947     17,538     296     160.2     2.7       1983     11,228     18,910     283     168.4     2.5       1984     11,642     20,487     315     176.0     2.7       1985     12,035     21,346     303     177.4     2.5       1986     12,253     21,350     312     174.2     2.5       1987     12,679     19,237     297     151.7     2.3       1988     13,263     19,066     297     143.8     2.2       1989     13,915     19,843     303     142.6     2.2       1990     14,646     20,608     272     140.7     1.9       1991     15,390     19,540     271     127.0     1.8       1992     16,263     22,490     269     138.3     1.7       1993 <td< td=""><td>1978</td><td>9,826</td><td>21,029</td><td>376</td><td>214.0</td><td>3.8</td></td<>	1978	9,826	21,029	376	214.0	3.8
1981     10,733     18,090     364     168.5     3.4       1982     10,947     17,538     296     160.2     2.7       1983     11,228     18,910     283     168.4     2.5       1984     11,642     20,487     315     176.0     2.7       1985     12,035     21,346     303     177.4     2.5       1986     12,253     21,350     312     174.2     2.5       1987     12,679     19,237     297     151.7     2.3       1988     13,263     19,066     297     143.8     2.2       1989     13,915     19,843     303     142.6     2.2       1990     14,646     20,608     272     140.7     1.9       1991     15,390     19,540     271     127.0     1.8       1992     16,263     22,490     269     138.3     1.7       1993     17,055     25,763     303     151.1     1.8       1994 <td< td=""><td>1979</td><td>9,811</td><td>20,798</td><td>328</td><td>212.0</td><td>3.3</td></td<>	1979	9,811	20,798	328	212.0	3.3
1982     10,947     17,538     296     160.2     2.7       1983     11,228     18,910     283     168.4     2.5       1984     11,642     20,487     315     176.0     2.7       1985     12,035     21,346     303     177.4     2.5       1986     12,253     21,350     312     174.2     2.5       1987     12,679     19,237     297     151.7     2.3       1988     13,263     19,066     297     143.8     2.2       1989     13,915     19,843     303     142.6     2.2       1990     14,646     20,608     272     140.7     1.9       1991     15,390     19,540     271     127.0     1.8       1992     16,263     22,490     269     138.3     1.7       1993     17,055     25,763     303     151.1     1.8       1994     18,080     28,436     343     157.3     1.9       1995 <td< td=""><td>1980</td><td>10,645</td><td>17,828</td><td>335</td><td>167.5</td><td>3.1</td></td<>	1980	10,645	17,828	335	167.5	3.1
1983   11,228   18,910   283   168.4   2.5     1984   11,642   20,487   315   176.0   2.7     1985   12,035   21,346   303   177.4   2.5     1986   12,253   21,350   312   174.2   2.5     1987   12,679   19,237   297   151.7   2.3     1988   13,263   19,066   297   143.8   2.2     1989   13,915   19,843   303   142.6   2.2     1990   14,646   20,608   272   140.7   1.9     1991   15,390   19,540   271   127.0   1.8     1992   16,263   22,490   269   138.3   1.7     1993   17,055   25,763   303   151.1   1.8     1994   18,080   28,436   343   157.3   1.9     1995   18,786   28,343   325   150.9   1.7     1996   19,433   30,711   328   158.0   1.7     1998   21,237<	1981	10,733	18,090	364	168.5	3.4
1984   11,642   20,487   315   176.0   2.7     1985   12,035   21,346   303   177.4   2.5     1986   12,253   21,350   312   174.2   2.5     1987   12,679   19,237   297   151.7   2.3     1988   13,263   19,066   297   143.8   2.2     1989   13,915   19,843   303   142.6   2.2     1990   14,646   20,608   272   140.7   1.9     1991   15,390   19,540   271   127.0   1.8     1992   16,263   22,490   269   138.3   1.7     1993   17,055   25,763   303   151.1   1.8     1994   18,080   28,436   343   157.3   1.9     1995   18,786   28,343   325   150.9   1.7     1996   19,433   30,711   328   158.0   1.7     1997   20,408   31,238   366   153.1   1.8     1998   21,237<	1982	10,947	17,538	296	160.2	2.7
1985   12,035   21,346   303   177.4   2.5     1986   12,253   21,350   312   174.2   2.5     1987   12,679   19,237   297   151.7   2.3     1988   13,263   19,066   297   143.8   2.2     1989   13,915   19,843   303   142.6   2.2     1990   14,646   20,608   272   140.7   1.9     1991   15,390   19,540   271   127.0   1.8     1992   16,263   22,490   269   138.3   1.7     1993   17,055   25,763   303   151.1   1.8     1994   18,080   28,436   343   157.3   1.9     1995   18,786   28,343   325   150.9   1.7     1996   19,433   30,711   328   158.0   1.7     1997   20,408   31,238   366   153.1   1.8     1998   21,237   30,232   350   142.4   1.6	1983	11,228	18,910	283	168.4	2.5
1986     12,253     21,350     312     174.2     2.5       1987     12,679     19,237     297     151.7     2.3       1988     13,263     19,066     297     143.8     2.2       1989     13,915     19,843     303     142.6     2.2       1990     14,646     20,608     272     140.7     1.9       1991     15,390     19,540     271     127.0     1.8       1992     16,263     22,490     269     138.3     1.7       1993     17,055     25,763     303     151.1     1.8       1994     18,080     28,436     343     157.3     1.9       1995     18,786     28,343     325     150.9     1.7       1996     19,433     30,711     328     158.0     1.7       1997     20,408     31,238     366     153.1     1.8       1998     21,237     30,232     350     142.4     1.6	1984	11,642	20,487	315	176.0	2.7
1987   12,679   19,237   297   151.7   2.3     1988   13,263   19,066   297   143.8   2.2     1989   13,915   19,843   303   142.6   2.2     1990   14,646   20,608   272   140.7   1.9     1991   15,390   19,540   271   127.0   1.8     1992   16,263   22,490   269   138.3   1.7     1993   17,055   25,763   303   151.1   1.8     1994   18,080   28,436   343   157.3   1.9     1995   18,786   28,343   325   150.9   1.7     1996   19,433   30,711   328   158.0   1.7     1997   20,408   31,238   366   153.1   1.8     1998   21,237   30,232   350   142.4   1.6	1985	12,035	21,346	303	177.4	2.5
1988   13,263   19,066   297   143.8   2.2     1989   13,915   19,843   303   142.6   2.2     1990   14,646   20,608   272   140.7   1.9     1991   15,390   19,540   271   127.0   1.8     1992   16,263   22,490   269   138.3   1.7     1993   17,055   25,763   303   151.1   1.8     1994   18,080   28,436   343   157.3   1.9     1995   18,786   28,343   325   150.9   1.7     1996   19,433   30,711   328   158.0   1.7     1997   20,408   31,238   366   153.1   1.8     1998   21,237   30,232   350   142.4   1.6	1986	12,253	21,350	312	174.2	2.5
1989   13,915   19,843   303   142.6   2.2     1990   14,646   20,608   272   140.7   1.9     1991   15,390   19,540   271   127.0   1.8     1992   16,263   22,490   269   138.3   1.7     1993   17,055   25,763   303   151.1   1.8     1994   18,080   28,436   343   157.3   1.9     1995   18,786   28,343   325   150.9   1.7     1996   19,433   30,711   328   158.0   1.7     1997   20,408   31,238   366   153.1   1.8     1998   21,237   30,232   350   142.4   1.6	1987	12,679	19,237	297	151.7	2.3
1990   14,646   20,608   272   140.7   1.9     1991   15,390   19,540   271   127.0   1.8     1992   16,263   22,490   269   138.3   1.7     1993   17,055   25,763   303   151.1   1.8     1994   18,080   28,436   343   157.3   1.9     1995   18,786   28,343   325   150.9   1.7     1996   19,433   30,711   328   158.0   1.7     1997   20,408   31,238   366   153.1   1.8     1998   21,237   30,232   350   142.4   1.6	1988	13,263	19,066	297	143.8	2.2
1991 15,390 19,540 271 127.0 1.8   1992 16,263 22,490 269 138.3 1.7   1993 17,055 25,763 303 151.1 1.8   1994 18,080 28,436 343 157.3 1.9   1995 18,786 28,343 325 150.9 1.7   1996 19,433 30,711 328 158.0 1.7   1997 20,408 31,238 366 153.1 1.8   1998 21,237 30,232 350 142.4 1.6	1989	13,915	19,843	303	142.6	2.2
1992   16,263   22,490   269   138.3   1.7     1993   17,055   25,763   303   151.1   1.8     1994   18,080   28,436   343   157.3   1.9     1995   18,786   28,343   325   150.9   1.7     1996   19,433   30,711   328   158.0   1.7     1997   20,408   31,238   366   153.1   1.8     1998   21,237   30,232   350   142.4   1.6	1990	14,646	20,608	272	140.7	1.9
1993 17,055 25,763 303 151.1 1.8   1994 18,080 28,436 343 157.3 1.9   1995 18,786 28,343 325 150.9 1.7   1996 19,433 30,711 328 158.0 1.7   1997 20,408 31,238 366 153.1 1.8   1998 21,237 30,232 350 142.4 1.6	1991	15,390	19,540	271	127.0	1.8
1994 18,080 28,436 343 157.3 1.9   1995 18,786 28,343 325 150.9 1.7   1996 19,433 30,711 328 158.0 1.7   1997 20,408 31,238 366 153.1 1.8   1998 21,237 30,232 350 142.4 1.6	1992	16,263	22,490	269	138.3	1.7
1995 18,786 28,343 325 150.9 1.7   1996 19,433 30,711 328 158.0 1.7   1997 20,408 31,238 366 153.1 1.8   1998 21,237 30,232 350 142.4 1.6	1993	17,055	25,763	303	151.1	1.8
1996 19,433 30,711 328 158.0 1.7   1997 20,408 31,238 366 153.1 1.8   1998 21,237 30,232 350 142.4 1.6	1994	18,080	28,436	343	157.3	1.9
1997 20,408 31,238 366 153.1 1.8   1998 21,237 30,232 350 142.4 1.6	1995	18,786	28,343	325	150.9	1.7
1998 21,237 30,232 350 142.4 1.6	1996	19,433	30,711	328	158.0	1.7
, ,	1997	20,408	31,238	366	153.1	1.8
1000 1000 1000 1000	1998	21,237	30,232	350	142.4	1.6
1999 21,867 29,959 360 137.0 1.6	1999	21,867	29,959	360	137.0	1.6
Total 387,712 662,717 9,835 170.9 2.5	Total	387,712	662,717	9,835	170.9	2.5

#### Injured Persons and Fatalities 1969 - 1999

Figures 2.01 reflects the trends in rates of persons injured in crashes per 100 million vehicle miles traveled (MVMT) from 1969 to 1999. The injury rates were highest in the early 1970s.

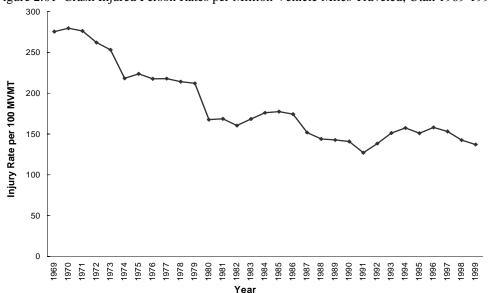


Figure 2.01 Crash Injured Person Rates per Million Vehicle Miles Traveled, Utah 1969-1999

Figure 2.02 shows the trends in the rate of persons killed in crashes per 100 million vehicle miles traveled. The rate has markedly decreased from 5.1 persons killed per 100 MVMT in 1969 to 1.6 persons killed per 100 MVMT in 1999. The biggest decrease in fatalities occurred after the implementation of a 55 MPH speed limit in 1973.

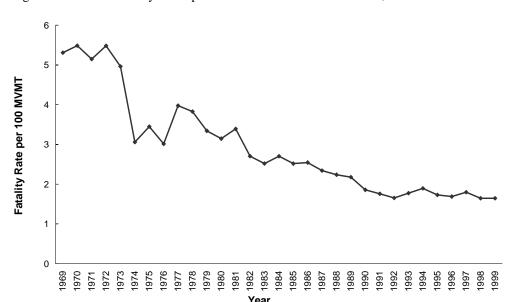
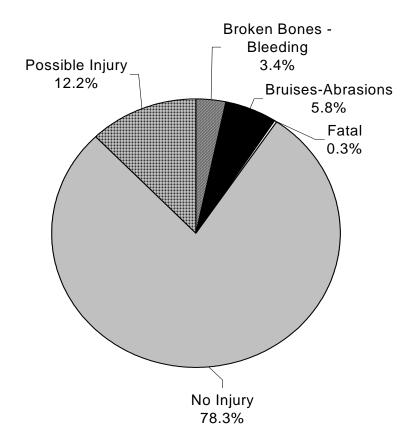


Figure 2.02 Crash Fatality Rates per Million Vehicle Miles Traveled, Utah 1969-1999

## 1999 Crash Injury Severity

The majority (78.3%) of total crash participants did not sustain any injury. Fatal crashes represented 0.6% of total crashes, yet a fatal injury was sustained by 0.3% of total crash participants. These facts indicate that individuals in the same crash have different injury experiences. Many factors influence injury patterns including seatbelt use, seat position, and vehicle safety equipment.

Figure 2.03 Severity of Injuries as Reported by Police, Utah 1999 (n=139,673)



# 1999 Crash Participants, Injured Persons and Fatalities by County

Figure 2.04 depicts the number of injuries and fatalities for each county. For rates of crash participants, injured persons and fatalities see Table 2.02.

Figure 2.04 Fatalities by County, Utah 1999 Cache I = 971Rich F=10 I=28 Box Elder F=1 I=475 F=25 Weber I=2348 F=16 Morgan Davis I=50 Daggett I=9 F=0 F=2 F=19 Summit I=313 F=8 Salt Lake I=14403 F=79 Tooele I=437 F=22 Wasatch Duchesne I=226 F=4 I=159 F=2 Uintah Utah I = 4752I=229 F=2 F = 44Juab I=220 F=12 Carbon I=190 F=7 Sanpete Millard I=228 F=4 I=260 F=14 **Emery** Grand I=189 F=8 I=176 Sevier F=13 I=284 F=10 Beaver Piute Wayne I=178 F=4 I=19 F=0 I=43 F=5 Iron Garfield I=558 F=11 I=89 F=4 San Juan I=160 F=9 Washington Kane I=953 F=19 I=105 F=6

Table 2.02 shows the rates of crash participants, injured persons and fatalities for each county. Two different rates are given in Table 2.02; one based on population of the county, and the other on the miles traveled in the county. The leading counties for crash participants based on miles traveled were Salt Lake, Utah and Cache. The leading for injured persons were Salt Lake, Wayne and Sanpete. While the leading three for fatalities were Wayne, Kane, and Grand.

Table 2.02 Crash Participants, Injured Persons and Fatalities by County, Utah 1999

	Crash Participants		I	Injured Persons			Crash Fatalities		
		Rate per	Rate Per		Rate per	Rate Per		Rate per	Rate Per
		100	10,000		100	10,000		100	10,000
County	#	MVMT	Population	#	MVMT	Population	#	MVMT	Population
Beaver	647	3.1	964.5	178	8.6	265.4	4	1.9	6.0
Box Elder	1,833	2.1	436.8	475	5.4	113.2	25	2.9	6.0
Cache	5,366	7.1	580.3	971	1.3	105.0	10	1.3	1.1
Carbon	854	2.5	381.5	190	5.5	84.9	7	2.0	3.1
Daggett	55	2.4	651.7	9	0.4	106.6	0	0.0	0.0
Davis	11,290	5.6	487.8	1,907	9.4	82.4	19	0.9	0.8
Duchesne	635	3.5	443.2	159	0.9	111.0	2	1.1	1.4
Emery	626	1.8	563.1	189	5.5	170.0	8	2.3	7.2
Garfield	326	2.5	695.7	89	0.7	189.9	4	3.0	8.5
Grand	586	2.1	560.8	176	6.4	168.4	13	4.7	12.4
Iron	2,220	4.0	666.5	558	1.0	167.5	11	2.0	3.3
Juab	734	2.2	914.0	220	6.6	273.9	12	3.6	14.9
Kane	437	3.5	600.3	105	0.8	144.2	6	4.8	8.2
Millard	948	2.3	746.2	260	6.3	204.6	14	3.4	11.0
Morgan	241	2.1	348.8	50	0.4	72.4	2	1.7	2.9
Piute	69	2.3	420.0	19	6.2	115.6	0	0.0	0.0
Rich	185	3.9	989.8	28	0.6	149.8	1	2.1	5.4
Salt Lake	66,767	9.3	775.8	14,403	20.0	167.3	79	1.1	0.9
San Juan	655	2.6	488.7	160	0.6	119.4	9	3.5	6.7
Sanpete	840	3.6	383.8	228	9.9	104.2	4	1.7	1.8
Sevier	1,136	3.0	590.5	284	0.8	147.6	10	2.7	5.2
Summit	1,650	2.8	620.6	313	5.3	117.7	8	1.4	3.0
Tooele	1,622	2.6	468.6	437	0.7	126.2	22	3.5	6.4
Uintah	1,132	4.2	458.1	229	8.4	92.7	2	0.7	0.8
Utah	22,280	7.6	656.7	4,752	1.6	140.1	44	1.5	1.3
Wasatch	1,176	4.9	840.2	226	9.4	161.5	4	1.7	2.9
Washington	4,822	5.8	581.9	953	1.1	115.0	19	2.3	2.3
Wayne	161	4.0	626.7	43	10.6	167.4	5	12.3	19.5
Weber	10,380	7.0	554.4	2,348	1.6	125.4	16	1.1	1.3
Grand Total	139,673	6.4	654.1	29,959	13.7	140.3	360	1.6	1.7

#### 1999 Characteristics of Crash Participants,

Table 2.03 contains the injury levels by participant placement in the crash. Pedestrians involved in a crash were at the greatest risk for a fatal injury. In fact, pedestrians were 21 times more likely than other crash participants to sustain a fatal injury. For occupants, the back seat provided more protection against fatal injury. Front seat passengers were 1.6 times more likely than back seat passengers to sustain a fatal injury.

Table 2.03	Iniury Severity b	v Participants Placement	in the Crash, Utah 1999
		) =	

Participant	Crash Par	rticipants	Injured	Persons	Crash l	<b>Fatalities</b>
Placement	#	%	#	%	#	%
Driver	95,922	68.7%	18,707	62.4%	208	51.6%
Front Seat Passenger	24,950	17.9%	6,390	21.3%	68	24.0%
Back Seat Passenger	16,642	11.9%	3,129	10.4%	29	9.8%
Cargo Area	273	0.2%	75	0.3%	4	0.8%
Pedestrian	818	0.6%	748	2.5%	38	10.7%
Bicyclist	855	0.6%	777	2.6%	7	0.8%
Other	213	0.2%	133	0.4%	6	2.2%
Grand Total	139,673	100.0%	29,959	100.0%	360	100.0%

The gender breakdown of crash participants is found in Table 2.04. Over half of the crash participants were male (54.7%). Males sustained fatal injuries at a slightly higher percentage than females; while female crash participants were more likely to sustain an injury than male crash participants.

Table 2.04 Gender of Crash Participants, Injured Persons and Fatalities, Utah 1999

	Crash Par	rticipants	Injured	Persons	<b>Crash Fatalities</b>		
Gender	#	%	#	%	#	%	
Female	61,138	43.8%	15,743	52.5%	127	41.5%	
Male	76,395	54.7%	14,070	47.0%	233	58.5%	
Missing	2,140	1.5%	146	0.5%	0	0.0%	
Grand Total	139,673	100.0%	29,959	100.0%	360	100.0%	

Figure 2.05 shows the age of persons involved in crashes. The largest proportion of crash participants (37%) were aged 15 to 24 years. Individuals over the age of 65 years represented a small proportion of crash participants. However, in the event of a crash, individuals of this age group were 3 times more likely than all other age groups to sustain a fatal injury.

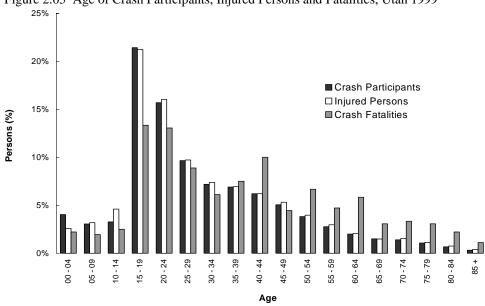


Figure 2.05 Age of Crash Participants, Injured Persons and Fatalities, Utah 1999

Table 2.05 Age of Crash Participants, Injured Persons and Fatalities, Utah 1999

	Crash Participants		Injured Persons		Crash Fatalities	
Age	#	%	#	%	#	%
00 - 04	5,627	4.0%	775	2.6%	8	2.2%
05 - 09	4,244	3.0%	950	3.2%	7	1.9%
10 - 14	4,570	3.3%	1,379	4.6%	9	2.5%
15 - 19	29,925	21.4%	6,360	21.2%	48	13.3%
20 - 24	21,919	15.7%	4,798	16.0%	47	13.1%
25 - 29	13,489	9.7%	2,911	9.7%	32	8.9%
30 - 34	10,022	7.2%	2,207	7.4%	22	6.1%
35 - 39	9,636	6.9%	2,076	6.9%	27	7.5%
40 - 44	8,665	6.2%	1,857	6.2%	36	10.0%
45 - 49	7,060	5.1%	1,593	5.3%	16	4.4%
50 - 54	5,327	3.8%	1,189	4.0%	24	6.7%
55 - 59	3,866	2.8%	889	3.0%	17	4.7%
60 - 64	2,795	2.0%	615	2.1%	21	5.8%
65 - 69	2,104	1.5%	446	1.5%	11	3.1%
70 - 74	1,944	1.4%	462	1.5%	12	3.3%
75 - 79	1,476	1.1%	337	1.1%	11	3.1%
80 - 84	920	0.7%	226	0.8%	8	2.2%
85 +	437	0.3%	119	0.4%	4	1.1%
Missing	5,647	4.0%	770	2.6%	0	0.0%
Grand Total	139,673	100.0%	29,959	100.0%	360	100.0%

There were 360 crash-related fatalities during 1999. Figure 2.06 shows that over one-quarter of the fatalities (26%) occurred among those aged 15 to 24 years. The largest number of fatalities for both males and females occurred in the 15 to 24 year old age groups.

Figure 2.06 Age and Gender of Fatalities, Utah 1999

